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## Official and Classified ADVERTISEMENTS

Continued from Page 15

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## 'STRETCH' FOR NEW PURSER

PETERHEAD'S LATEST purse seiner, the 88ft. *Morning Star*, has returned home after six months on the West Country mackerel grounds. Now she is to be lengthened by 15ft. and have RSW tanks fitted.

Equipped for both purse and pair trawling, *Morning Star* worked in company with the 85ft. *Gradenston* pair trawler *Flowing Tide*. The latter was geared up for trawling only, but the partnership worked well.

After holding *Flowing Tide* to tow her trawl, *Morning Star* would work her purse seine while *Flowing Tide* was lifting her own catch aboard.

Skipper James Duncan of *Morning Star* told *Fishing News* that, although there were plenty of mackerel, it had been very expensive to fish. Both boats have had to invest re-equip with heavier gear, as their original notes were getting damaged almost every other day by the lively and difficult to land mackerel.

The two boats were winning several Scottish vessels working the mackerel for the first time which found that their gear was too light.

However, Skipper Duncan said they had all honed in by their experience and were now adequately geared up for the next season.

Another very important feature of the fishery was that boats without chilled seawater tanks could only sell their catches for fish meal. As neither *Morning Star* nor *Flowing Tide* have tanks, they were only earning half as much money as the boats with tanks.

Skipper Duncan is planning to fit *Morning Star* with chilled sea water tanks and to have her lengthened by about

15ft. so that there is room to fit a freezer later on.

The two boats did that they were happy and having fish to equip for empty trawl.

Without a pump on board, as against 2000 lb. per hour or so with a pump, both vessels were

purse seine pump leaving these fitted as necessary attachment with trawls.

Use of pumps will reduce wear and tear on gear when the catch is taken aboard.

*Morning Star* and *Flowing Tide* were based at Peterhead and sold their catch around 248 a ton. They for much of the year were seven hours steam east of Plymouth, but were

hindered by severe weather. Skipper Duncan says it was worse than the last time they found the boats

mixed in with the weather. The boats had to be hauled out of the weather the last time they were out.

These were also a mail at the same time. Skipper Duncan said that most of the boats had been with the mackerel and there were criticisms of the facilities in the west for the larger boats.

People had to go far away as the boats were to do the work. *Morning Star* and *Flowing Tide* go all the way to Belfast to have their boats repaired.

Skipper Duncan said he finds *Morning Star* a fine ship.

### WEST COUNTRY

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## 'DEAD-LOSS' EASTER ON PORT MARKETS

THE WORST Easter week since World War II. This was the story from the major trawling ports in the country as merchants desperately hunted for fish. The four days before Easter, traditionally known as Show Week, turned into a nightmare at Grimsby as North Sea cod soared to £70 a kit in a fit of panic buying. At Hull only 9,116 kits were put ashore during the week. Fleetwood was also badly hit with only one distant water trawler landing.

A spokesman for the Grimsby Fish Merchants' Association told *Fishing News* it was easily the worst Easter Week, including the war years, the port had ever known.

"We are now feeling the impact of the loss of the Icelandic fish and the enormous run down in operational trawlers because of fishing restrictions."

"On top of this, the weather has been dreadful and this, in turn, has hit the west coast of Scotland trips and the North Sea. Overland supplies have also been hit by the bad weather," he said.

FMA chairman, George Coulbeck, described the week as "a dead-loss" and spoke of the very great difficulty merchants were having trying to satisfy extra demand for fish as wet fish landings for the entire four-day period fell to below 20,000 kits — a figure at nine times exceeded on each day during Show Week.

Seven distant water trips turned out a mere 9,025 kits from the White Sea and Norway coast, while the middle water and North Sea trawlers managed only 5,915

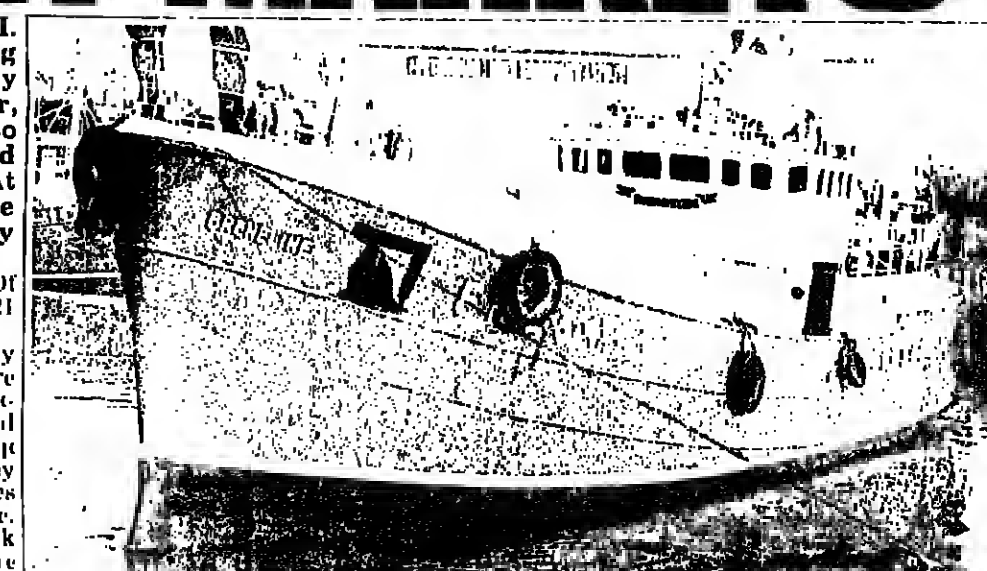
kits from eleven landings. Of 29 local seiner landings, 21 landed less than 100 kits.

The local Grimsby fishermen said they were even having difficulty in obtaining the popular cod and haddock and were paying up to 20 per cent more, but they were trying to keep prices down as much as possible. They would hardly break even by selling to the housewife at much under 80p per lb.

BUT jacked up the two top Grimsby grossings from Lord Jellicoe (Skipper Bill Sate) and *Ross Revenge* (Skipper Johnny Meadows) after 24-day Norway coast trips.

*Jelly* made a good start to the week with 297,348 from 2,078 kits, including over 850 of codsteaks, 485 of haddock, 400 of cod and 260 of reds, but was outgrossed on the so-called 'Show Day' by *Ross Revenge*. She had 559,813 from 1,891 kits, with nearly 900 kits of haddock in her turn.

With the weather taking such a big hand in seiner catches, it came as no great surprise when Allard Hew-



*Morning Star* entering Plymouth with 150 tons of mackerel on board. She had netted a total of about 180 tons in two shots, but 40 tons were put aboard *Flowing Tide*. This photograph was taken after the vessel's last trip before Christmas.

## PURSER ALMOST READY

THE new Fraserburgh purse seiner *Graneline* leaves the slipway at Peterhead. She is just a few weeks away from starting her trials following fitting out by the J. and G. Forbes yard. *Graneline* is one of the steel-hulled boats hit when the Smith and Hutton yard collapsed. Now, she is almost ready to join the fleet under Skipper Alexander Meeson. More details — page ten.

Continued page 16.

## Irish limit stir

FRENCH FISHERMEN from the Breton ports were threatening to send an armada of boats to fish off the Irish coast in a protest against a ban on trawlers over 110ft. operating inside 50-miles. Dutch fishermen have also been urging their Government to send in naval craft to protect their fleet inside the new limit.

Despite these protests, the Irish Government's unilateral action, which came into force last Sunday, has so far been incident-free. Irish naval vessels assisted by spotter aircraft are patrolling the limit.

On Tuesday, the French Transport Minister, Marcel Cavellat, said in Paris that Irish measures were not legitimate and French fishermen could be sure of their Government's determination to ensure free access

to waters under Coimunity jurisdiction.

Dutch fishermen have lobbied their Government to send naval boats in support of craft of over 110ft, fishing off Ireland, but the request was refused and Holland announced that it would submit advance plans for fishing to the EEC Commission, but not directly to Ireland.

The Irish Government, when introducing the limits said it would consider any

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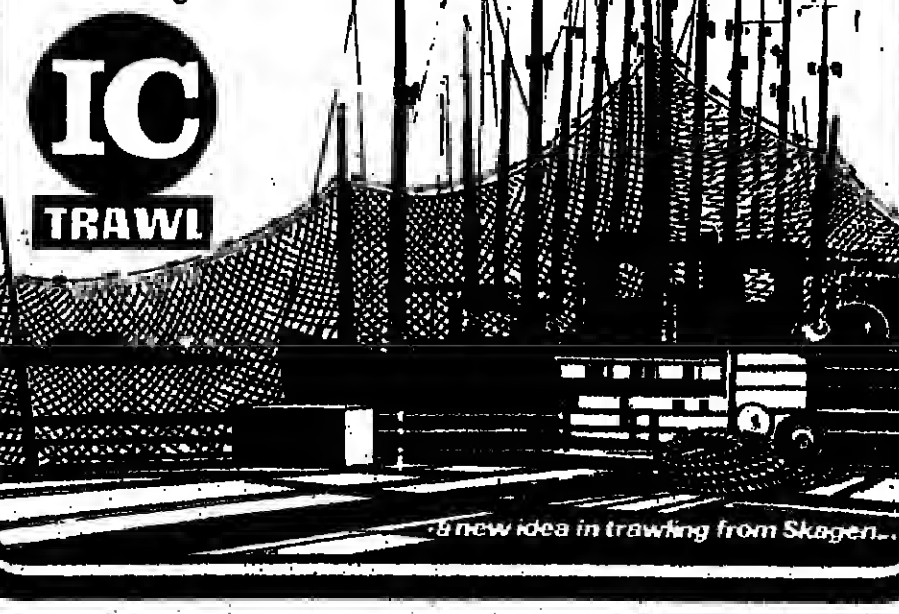
We have recently had the pleasure of delivering these nets to: m/v "Falthull II" and m/v "Uglevalle" of Palarhead, m/v "Xmas Star", m/v "Myetic" and m/v "Waterline" of Fraserburgh, m/v "Gem" of Buckle.

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A new idea in trawling from Skagen.

## Safety rules—

From page one

repair or improve it.

The trawler has worked the seas for 34 years without incident and Mr. French claims it is nonsense for the government to suggest she is unfit.

Meanwhile Mr. French has already lost £1,200 in earnings, faces bankruptcy and even the fear of being forced to sell his house simple to clear the mortgage he has on the trawler.

"This tragic situation arises as a result of the failure of the whole industry, and the government, to appreciate the significance of these regulations," says Mr. Cunningham. *Fishing News* had already drawn attention to the implications in the rules, but it is doubtful if the majority of trawler owners and skippers have appreciated their full significance," he added.

There has also been abject failure on the part of the bureaucrats to appreciate the significance of two important regulations, too, and when vessels are prevented from earning because of mistakes by Government, it is time for all concerned in the industry to stand up and take immediate action.

The regulations provide that a vessel of 12 metres and over must have a stability certificate. Regulation 16 of the act prescribes the conditions for a stability certificate, and regulation 124, which could keep a vessel alongside the wall for five years, lays down exactly what surveyors can do.

"I warn all trawlermen," says Mr. Cunningham, "that the discretion of the surveyors is unlimited and can be and already has been arbitrarily used."

"Consider this: recently in Brixham a well found trawler called the *Haariguliet*, a vessel with stability curves of IMCO +, was presented to the DoT surveyors for approval for beaming. She was obliged, at an estimated loss of £5,000, to lie alongside the wall because, — the DoT surveyor said her inflatable life rafts, although of English design (A) were not of English manufacture, and (B) did not contain instructions in English."

If you wonder how reasonable the DoT surveyors are going to be, your answer lies in the fact they have not even read their own regulations. Firstly, there is no requirement that inflatable rafts should be of English manufacture, and secondly, there is no requirement that inflatable life rafts should have instructions carried on

nington. One refers to deep-sea trawlers and the other to vessels over 24 metres in length.

"But following the presentation to Parliament of the Holland-Martin report (which accepted IMCO recommendations), there was also presented, the Fishing Vessels (Safety Provision) Rules of 1975 "As previous articles in *Fishing News* have pointed out, these rules ignore the 24 metre recommendations and apply to boats down to 12 metres."

Mr. Cunningham points to the words of the DoT senior surveyor who said, "In my opinion on or before July 1, 1977, some 70 per cent of the beam trawlers in the West-country will not meet stability requirements."

Safety is one of the paramount considerations at sea, says Cunningham. "But is it not the only consideration of a fisherman. We all know that earning money is a principal consideration, too, and when vessels are prevented from earning because of mistakes by Government, it is time for all concerned in the industry to stand up and take immediate action."

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them in English. And yet the DoT have also said it is their intention to apply the regulations in a reasonable fashion! ...

There are a host of other criticisms that can be made against these regulations, says Mr. Cunningham, but it is not yet too late to prevent this catastrophe happening to the inshore fishing industry in this country.

Mr. Cunningham can be contacted at 12 Temperance Steps, Brixham. Telephone Brixham 3200.

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### £1.75m order for yard

CAMPBELLTOWN Shipyard has taken orders for three 87-foot stern trawlers for Ferrosaw owners.

The vessels, together worth £1.75 million, are similar to one already taking shape in the yard at Trench Point, Campbeltown, Argyll and due for completion in the summer. Their deliveries are scheduled for March, May and July, 1976.

Announcing the contracts this week, the yard's managing director Mr. Leslie K. Howarth said: "Having only recently sold our first vessel to the Ferrosaw, we are simply delighted to have received repeat orders so quickly."

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# Slim hopes of Iceland deal

DISTANT water trawler owners are cautious over the news that a special EEC delegation is to open fishing talks in Iceland.

Headed by Foreign Office Minister of State Frank Judd, and including the Common Market's Fisheries Commissioner Finn Olav Gundelach, the delegation would be flying to Iceland in the near future in an effort to elicit a new deal which might enable a number of British distant water trawlers back on to the Icelandic grounds.

"We welcome this move as a positive step at long last in the right direction. Without access to Iceland, quota restrictions on other grounds are making life very difficult indeed", a spokesman for BUT told *Fishing News*.

The firm had just announced its giant sidewinder *Ross Revenge* would be heading for the uncertain waters off east Greenland on her next outing, as these are now the only distant water grounds not regulated by quota restrictions.

Ironically, the announcement came only a couple of days after the Hull-based firm J. Marr & Son Ltd. laid up *Benella* and *Westella* in-

definitely after heavy losses from Greenland voyages.

Another Grimshy owner expressed similar sentiments, but pointed out that deals were usually struck by two sides and, at this stage, Iceland had showed no inclination to talk about talks let alone a new deal for UK vessels.

"There are certain factions within the Icelandic coalition Government which want nothing to do with British vessels fishing at Iceland."

"I think, under these circumstances, that it would be very wrong to jump the gun at this stage and assume we are going to get something out of the EEC visit."

A good deal of interest will centre on the Boston Group's *William Wilberforce*, presently on a trip to east Greenland and due back in Grimshy later this month.

If she can make a paying trip from the experiment it could influence other owners to follow suit and take the pressure off cod and haddock fishing off the Norway coast.

These quotas are still not yet agreed for this year, but already companies fear they may have used up to a half of the figure they will eventually be allocated for the current 12 months and, despite the interest in the EEC delegation to Iceland, the general opi-

nion was being held in Grimshy last week that Greenland looked a better bet than Iceland — despite the 'disasters' of *Benella* and *Westella*.

The Boston Group trawler *Boston Comanche* of Grimshy, recently reported as heading for east Greenland also, was diverted on sailing and is now working the Norway coast instead.

*Ross Revenge* — gamble on the east Greenland grounds. Trips to this area sealed the fate of *Benella* and *Westella*.

## DOCK OIL SLICK— £150 FINE

OIL discharged by a trawler had escaped into Lowestoft's Waveney Dock because workmen forgot to close a pump valve before an electrician started work on it, local magistrates were told last week.

Claridge Trawlers admitted being the owners of the trawler *Barbados* which discharged the oil into Lowestoft harbour and was fined £150.

British Transport Police Sgt Linder said the trawler

was berthed in the Waveney Dock after returning from a fishing trip when the slick was spotted. "Someone on board" then poured a substance over it to try and disperse it.

David Cronin, for the firm, said the vessel's pump had failed and while trying to

trace the fault the main bilge valve was opened.

The fitter and his mate forgot to close it before an electrician was called to carry out repairs. When the fitter saw the oil leaving the vessel, he immediately hit the pump turned off and poured a dispersant agent on the oil.

## Nets stolen

LYMINGTON fisherman Raymond Cruise had to delay the start of his first full-time summer fishing season when trammel nets worth £300 were stolen from his boat last week.

The nets disappeared from the 25 ft. *Mara Anne* (212) at Lymington Yacht Haven.

The eight trammel nets were especially made for the haul and are rigged on 8mm line (with yellow flesh polypropylene with tan floats).

## Safety rules 'cripple'

FLEETWOOD Locher Fishermen's Association has again hit out at the Department of Trade fishing vessel safety rules.

Last week it sent a telegram to the department which read: "We demand immediate release from the crippling surveys and regulations enforced upon us without consultation by the Department of Trade and Industry until a full inquiry has been made into the unrealistic demands."

David Rainford, chairman of the association, said: "We are casting £1,000 for the survey alone — and one local shoreman has had to foot a £3,500 bill."



Skipper Anatole Kremensky on his way to Lerwick Sheriff Court on Friday last week with an escort from HMS Jersey. His command, *Hovan*, is seen alongside HMS Jersey.

## £10,000 fine on Russian

A RUSSIAN skipper was fined £10,000 and his gear and catch worth £4,000 confiscated in Lerwick Sheriff Court on Monday.

He was detained until the money was paid into court late in the evening. The alternative was 90 days imprisonment.

Anatole Kremensky, skipper of *Hovan*, was given a restricted penalty as Sheriff A. A. MacDonald accepted his explanation that he had received a radio message from the fishing master of an accompanying mother ship telling him he was authorised to take the place of one of 40 Russian boats which have been licensed to fish within the British 200-mile limit.

Kremensky admitted fishing without a licence 33 miles within the limits north-east of Shetland.

Sheriff A. A. MacDonald said: "I shall not accept any such explanation in future. Every Russian skipper must acquaint himself with our fishery laws as they apply to them. They will be liable to the full severity of the penalties which these laws allow the courts to impose."

Donald MacLeay, Procurator Fiscal, said that the Russians had been granted licences for 40 vessels. Each vessel must carry a licence on board the boat.

*Hovan* was sighted by HMS Jersey 33 miles inside the limits, with her gear in the water and the trawl in process of being recovered.

The navy commander checked the number of the vessel against the list of Russians licensed to fish in British waters and found *Hovan* was excluded.

The Russian skipper told the British officers that he was authorised to fish in place of a vessel which had a licence but substitutes in this manner are not permitted.

Local solicitor, John Matthew, said *Hovan* left her home port of Tallin on February 7 and fished off the Norway coast until April 5, two days before the offence. He was aware of the limitation on the number of Russian boats permitted to fish, but not licensing procedure.

Mr. Matthew produced a radiogram from the mother ship.

It stated *Hovan* was authorised for him to fish in the English Economic Zone.

*Hovan's* number, 4137, was on the list replacing boat number 44725. The skipper thought this was the only permission required.

The new order came into effect on April 1, since when the accused had not been at his home port.

A Danish skipper was fined a maximum £1,000 in Lerwick Sheriff Court on Tuesday afternoon. His fishing gear valued at £11,300 was confiscated.

Orla Thorsgaard, of Elbo Skuden, Skagen, admitted fishing 70 miles east

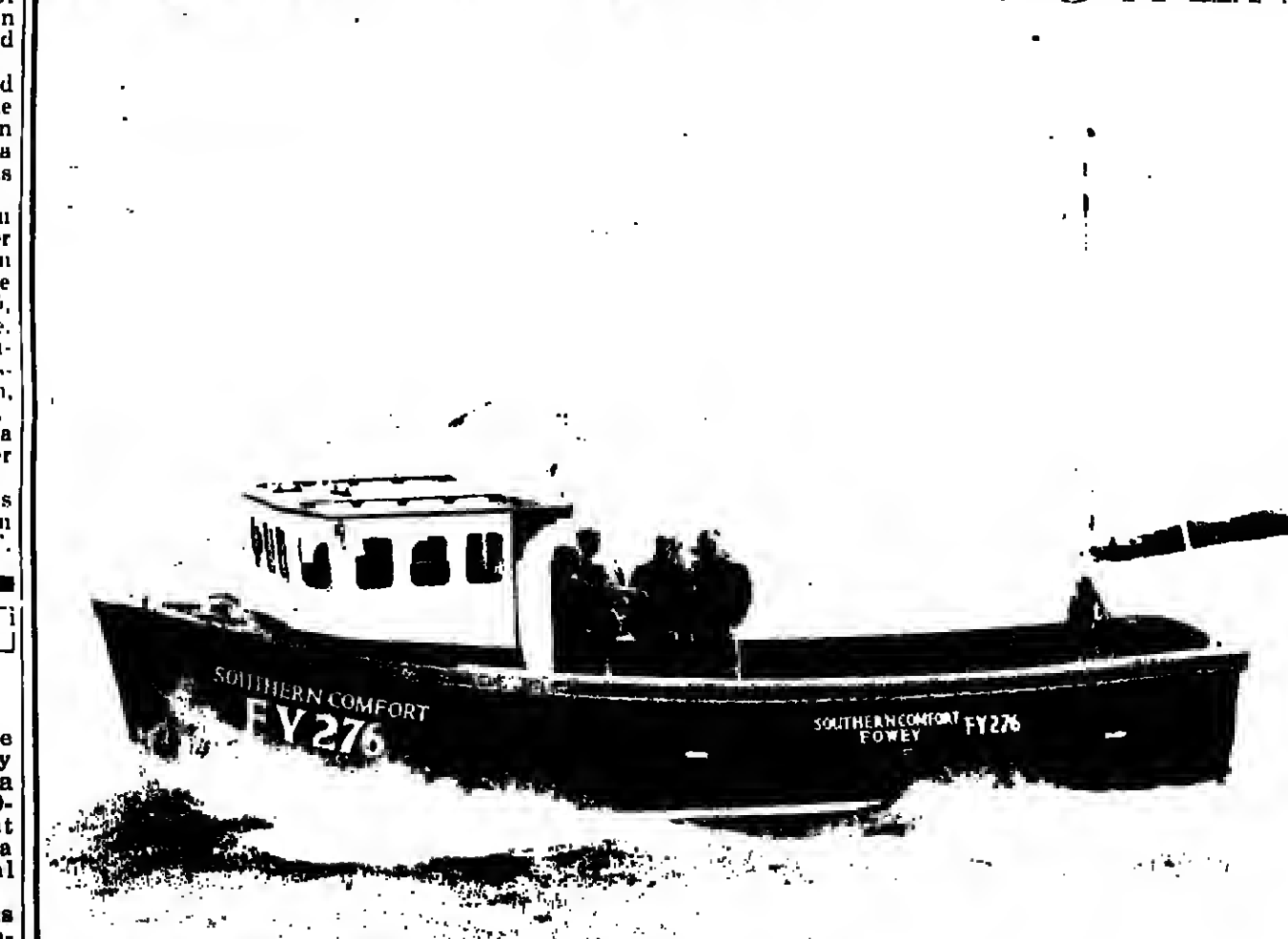
of Shetland, south of 60 deg. north, with nets with a mesh not more than 50mm. The regulations insist on a minimum of 70mm. in this area.

The 27-ton catch he had

HMS *Apollo* included 43 per cent white fish — the low only allows up to 20 per cent.

John Matthew, agent for the accused, said Thorsgaard was unaware of the regulations, but Sheriff A. A. MacDonald said: "I do not accept that he did not know about the restrictions on fishing in the North Sea. I can do no less than fine him a maximum sum of £1,000, which seems to me a slight enough penalty, and I order confiscation of his gear."

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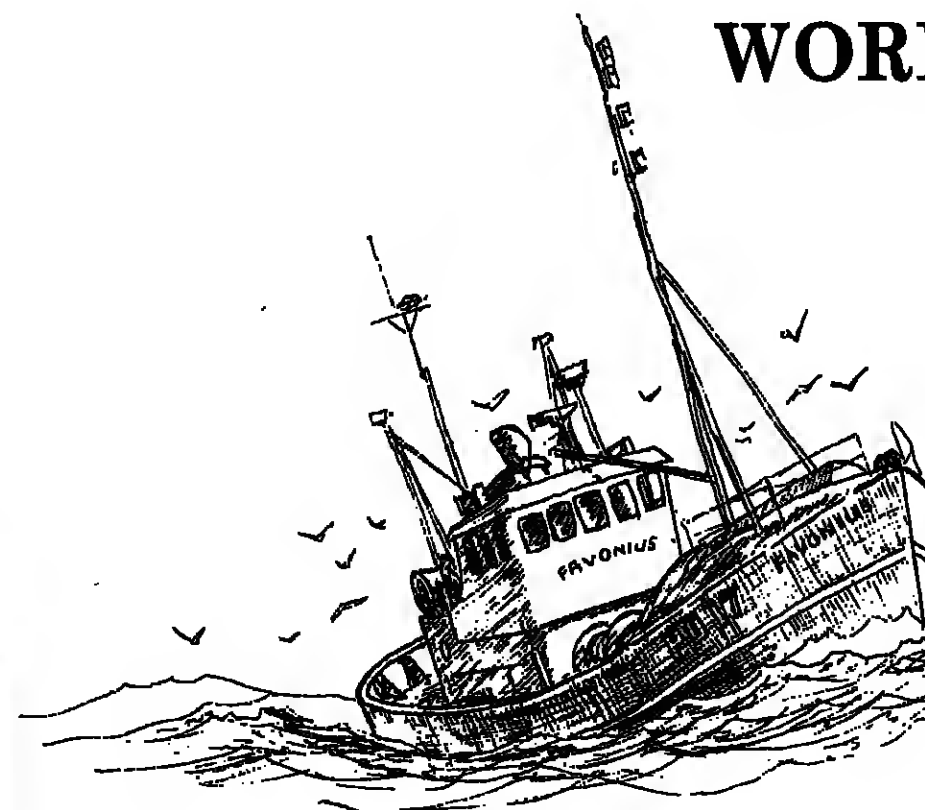
The GM32 is just one of a range of heavy displacement, ruggedly constructed, GRP fishing vessels covering 21ft. to 36ft., all available in any stage of construction, and eligible for WFA, BIM, H and I, Tourist Board grants etc.

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# INSHORE at Grimsby

A MONTHLY FEATURE

THERE CAN be few more soul destroying jobs than working a vessel when fishing is slack.

Shooting, towing and hauling gear is a nightmare when the bag comes up with hardly enough fish to keep a cat going. And it takes real staying power to keep plugging away. Yet, determination of this calibre linked to the fishermen's inbred optimism, have brought Grimsby's inshore trawlers through another poor month — and hopefully on to improved fishing in early April catches are anything to go by.

## Sign

The Zeebroek brothers, Jackie in Jarvit and Robert in Hannon, found their persistence paying off with good hauls of cod and, as an added reward, a few early lemons.

The River Humber fishermen will welcome this, in particular, as a pointer to much better season on soles which have been very disappointing in recent years.

On the subject of river fishing, Skipper Ted West in Shearbill kept spragging right into April, which was long after everyone else had called it a day. To his credit he has made a precarious living as a liner while waiting for the dogs to start running.

The tidy Shearbill, in a new deep blue colour scheme, cuts quite a dash at Grimsby and is hardly recognisable as a former seafarer now she has been adopted as an inshore craft.

This dismal pattern of fishing has also been endured by the port's seiners. Early successes on the Clay Deep have been followed by very patchy fishing on the north side through March when, even at its best, the going is always tough.

## Freak

It cannot be stressed enough that the big trips through March and April are invariably the freak ones and, once again, it's inbred optimism of dropping on to a "putt" of fish that keeps the men at it.

During March — from 83 trips landed at Grimsby — 37 vessels returned with less than 100 kts after in many cases being out for almost three weeks. Such gloomy statistics always engender gossip about the old days when certain skippers fished January and February, but laid up in March and April to go like the clappers for the rest of the year!

When the fish do start to show up there ought to be some really good hauls as over half the Grimsby fleet of anchor-seiners are fitted with seine rope storage reels, many during the past winter. Deck equipment on its own doesn't catch fish, but this is always good for morale.

An interesting newcomer in this field is the Nautic Maskinfabrik two-drum unit which skipper-owner John Schluter in Glenene has pioneered at Grimsby with a set installed by Marine Diesel.

In a number of ways they resemble the Ramme unit. They are basically very simple, with no electric controls, slow speed long-life hydraulic motors and straightforward local controls. Additionally,

there is a remote control pressure valve in the wheelhouse which is useful for taking up sudden slack in bad weather.

They are easily distinguished by hard-wearing white nylon guidings on sheaves which keep rope wear to a minimum.

Britto followed Glenene with a Danish installation and Danbrit's Dover Star, after a heavy season on sprats, left for her set at the start of April. Allerd Hewson's Cimerario may follow suit later.

Greena Stuntmachine also has its new two-drum unit available at Grimsby through agents Anglo-Dansk. This is another very versatile unit as the drums can be fitted together, or one forward and one aft. This is a big bonus on the smaller vessel where space is at a premium.

So far Ramme, Oladson and Viscaria have sets, but Anglo-Dansk has orders in hand for upwards of a dozen more.

Marine Diesel has had a busy time with the proven Ramme drums and the

transom-extended seiner-trawler Good Design II (KY 115) from Pittenweem was in Grimsby early this month for her set — the third Scot to opt for Danish end Ramme drums.

Also fitted with Ramme drums is Elise Risager (A183) which has been added to the Tom Sleight (F.S.) Ltd. agency.

**East**  
Having fished out of Grimsby some years back, Skipper Mork has brought the year-old boat to the east coast from Whitehaven where she began her career.

Also back on his old stamping ground is Skipper Mel Torrington of Burton Pidsa, now pairing with Burton Agnes (Skipper Derek Brown) for Newington at Grimsby.

Hailing from the north-east, Mel came to Grimsby to learn the ropes and rapidly rose from the deck to trawler skipper with the old Rose Trawlers outfit.

Skipper Torrington made a name for himself in the 'Bird'

class North Sea trawlers before they were sent elsewhere by BUI, notably Ross Engle and Ross Kittiwake. Other North Sea commands at Grimsby included Robinson's Philadelphian and Okavea, before he was snapped up by Irvin at North Shields. He then regularly skippered Ben Vurie successfully.

With astute foresight, Mel made the switch to Newington's 75ft. 'Burton' line at North Shields almost as soon as they came along and he is now one of the firm's most reliable skippers. Pair trawling is yet another new venture for him after 15 years at sea.

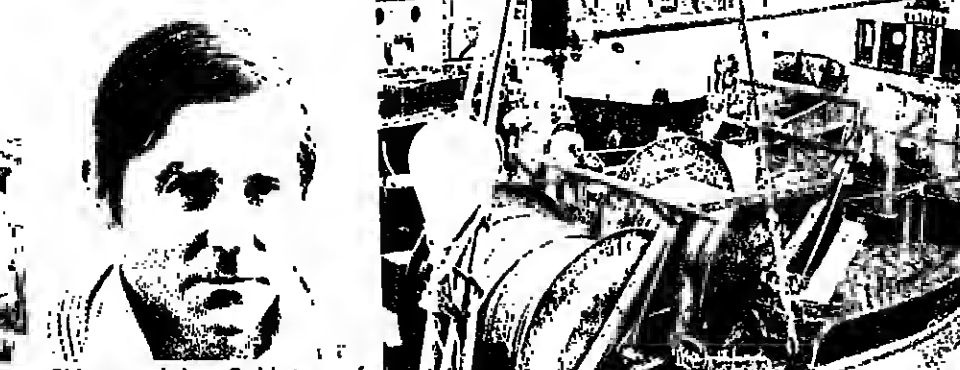
**Crewing**  
One interesting move recently has been the numbers of trawler skippers, many from BUI, 'crewing' on pair trawlers to gain experience. There is, as they say, no smoke without fire. This could mean further expansion for Grimsby's pair trawling fleet. TOM WOOD



Three boats with new rope drums. Above: Glenene's Mark drums have white nylon sheaves on the guiding-on gear. Below: another set of Neutic drums — this time on Britta. Bottom: Ramme drums being fitted aboard the Pittenweem seine trawler Good Design II at Grimsby.



Skipper Mel Torrington is back at Grimsby and commanding Burton Pidsa. The steel-hulled boat is almost ready to start with Burton Agnes.



Skipper John Schluter of Glenene. He has pioneered Neutic drums at Grimsby.



Recalling some of the stories which appeared in our columns this week 50 years ago.

APRIL 16, 1927  
FLEETWOOD steamer returns from lake fishing expedition with good results — 180 kts of hake. No details of grounds fished released.

300 steam trawlers sail from Grimsby in one day to catch the Good Friday market.

BOARD of Trade Issues outlook 'desiring' strongly to impress on owners and masters of fishing vessels the need to carry distress signals.

50 years ago



GRIMSBY trawler Night Rider clashes with gun-boat off Iceland. Blank shot fired across her bows forces the trawler to run.

BERWICK fishing boat disaster brings home the necessity of every crewman having a lifebelt. Three men died when Lerwick foundered crossing Berwick bar.

DRESSING station for injured fish workers to be built at Commercial Road, Lerwick, Shetland.

MOTOR line hauler described. Line pulley turns from 18 to 160 rpm and running cost is 6d (24p) an hour.

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# SHORT-CHANGED ON MACKEREL-CLAIM

A GRIMSBY trawler firm has claimed that it was short-changed on the transfer of mackerel into a tanker at Penzance.

Two former distant water trawlers owned by Consolidated Fisheries Ltd., which were converted for pelagic fishing, have now returned home after what was described as an 'unhappy experience', on the south-west mackerel grounds.

As the mackerel season ended, Carlisle came back with 40-tons of fish which went to the Grimsby fish meal plant and, earlier, Real Madrid port ashore.

Operations Director for Consolidated Fisheries, Don Lister, told Fishing News the venture had been ruined by a 'very, very unhappy ex-

perience' with an arrangement to discharge the fish into a tanker in Penzance harbour by fish pump set up by Glenham Ltd. of London, which acted as agent.

Mr. Lister said the original idea was for the skipper to estimate his catch and Consol was to be paid £44 per tonne on this figure. When the payments began coming through there were discrepancies and they never tallied with what the tanker captain said had been pumped.

Mr. Lister admitted several other vessels were using the same tanker, so that it was quite possible for other vessels to have under-estimated at Consol's expense. The fish was not weighed until it was discharged on the continent.

Additionally, there is reported to be a weight loss in mackerel in transit, but Mr.

Lister said the amounts involved were far too large to have been caused in this manner.

He cited one instance when Carlisle was completely full in the fishroom with an estimated 255 tonnes end, in addition, had a deck cargo of about eight tonnes.

## 'Light'

"When the astatement came through we were credited with 216 tonnes; in other words 742 kts light, or 47 tonnes out. I was flabbergasted. I don't think any of our skippers could make a mistake like that."

Mr. Lister went on: "I just cannot say how disappointed I am with them and I know other companies had similar experiences. They even dropped the price at one stage to £37 per tonne and we were

told there would be no discharging costs, or other expenses, which have in fact been knocked off our cheques.

"They have just done as they liked after we helped them get off the ground. As soon as we found out what was happening we stopped supplying them, but so much was involved that it has meant the difference between profit and loss."

Consolidated was still trying to secure final payment for its last consignments shortly before Easter.

One bonus which has emerged from the venture is that the company now knows it can discharge industrial fish at Grimsby using the elevators. By bringing back Real Madrid and Carlisle partly full, Consol has proved the machinery satisfactory.

Crystal Palace is presently in its second term of charter to the WFA for evaluation of line whiting fishing but, next season — working in a three-week cycle — the company may cycle the vessels over three weeks, like the present distant water ships. It would bring one vessel back to Grimsby each week in rotation to change the crew and replenish. The main snag here is lost fishing time.

Carlisle and Real Madrid could possibly concentrate on line whiting next, but the company has yet to decide where it will place them.

M. J. Napier, Napier Company of Arbroath, Scotland.

# Ways to save boats

SIR, I was interested in your article on the row over implementation of stability regulations (Fishing News, April 8) and agree with a lot of the comments.

However, I am surprised that so many vessels are considered doomed since many ways exist to improve stability and would have thought that only a few would be condemned.

Among these will doubtless be a number which were sold to unsuspecting British buyers some years ago when they failed to meet stability legislation introduced by foreign authorities.

I must point out that fishermen can gauge only the sea-keeping or sea-kindliness of their boats, whereas stability is concerned with the characteristics at extreme angles of heel under conditions which are seldom encountered.

In fact, a boat with a good reputation for sea-kindliness is very often one with poor stability, since a low GM gives a much more comfortable motion than a high GM.

The sailing boat which is often abused is a surprisingly useful and easy way of showing whether or not a vessel is likely to meet the rules, but it is only an approximation and depends entirely on what value is used for constant.

## LETTERS

My company has undertaken rolling tests on over 90 vessels when doing full inclining experiments, to calculate the constant accurately from a known GM, and although it usually lies between 0.60 and 0.85 (using metric units) it can vary from 0.65 to 0.95.

This can cause a big difference and so it seems wrong to condemn a vessel without doing full calculations. However, the rolling test must be done with a large catch aboard to have any value at all. The stability regulations are

not ideal — for example, a deeper keel on a wooden boat will make stability surprisingly worse if the vessel ever rolls to a serious angle, but it reduces the chances of her ever reaching that angle and there is no allowance for this.

However, they have been derived after examining casualties and many countries consider the standards are too low — even in Britain a fishing vessel used for carrying cargo comes under a more stringent set of rules.

Thus, many losses are caused by poor stability and, yet, it is the most avoidable cause of casualties.

# Get shot of seal problem

SIR, The answer to Mr. Tait's question (Fishing News, March 18) "what can be done to safeguard fishermen from seals" is simple: "employ highly skilled marksmen".

We can only say to all interested parties that the talk of seal-culls has gone on for so many years and no doubt will continue to do so that, when the red tape is finally sorted out and a cull is made, it will — like the last one — no doubt be quite ineffective.

Even in the unlikely event of a massive cull being authorised, there is no doubt that this having been done, a territorial seal problem will continue to exist. So we say it again: the only answer is to employ highly skilled marksmen.

The Ministry has told us that it believes that "local shooting arrangements are the best solution to the problem". We know that fishermen cannot shoot seals from a moving boat as they are fishermen and not marksmen. Shooting is not their business, it is ours. We can hit these seals legally.

The 1870 Seals Act is devised to protect fishermen and their operations. Few fishermen realise that we can protect their nets and tackle all the year around. We will meet with any interested parties.

Les Shiden, Captain, Arnet Skiff Ltd., Stockport, England.

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## Netting for soles

"I AM thinking of meking some 5in. mesh tangle nets for catching soles and flounders but would like some more information about them before I do so.

"I wonder how effective they are for soles, since almost any sole could swim through a 5 in. mesh.

"Do they entangle a good proportion of fish that swim into them or do only the larger ones get caught? How do they compare with trammel nets for catching soles and flatfish?

"Five inch mesh tangle nets made of fine nylon twine, set in by the half, are in my experience most effective for catching flat fish. I suppose that some slip soles free time to clear.

themselves from them, but I guess that a high proportion of fish that swim into them get caught.

Trammel, I think, have slightly superior catching ability. But they are prone to collect much more weed, rubbish, jelly-fish and crebs than tangle nets and to take more time to clear.

## ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them. If they are sent with a stamped addressed envelope for reply.

## John Burgess' Log



# Navel pipe to handle chain

"I AM completing major alterations to a 48 ft. wooden MFV. An anchor winch is being fitted and a chain locker formed. I am anxious that the chain should be self-acting but am not sure how to achieve this. What would your recommendation be?"

If the winch or windlass is installed directly above the chain locker, all you need is a pipe in the deck below it. The chain will feed off the gypsy and stow itself in such a way that 99 times out of 100 it will run out without a hitch when you let go the anchor again.

If the winch is installed aft of the chain locker, usual practice is to fit a navel pipe facing aft as near as prac-

tible above the centre of the chain locker. If you run out all your chain, you may have to feed the first two or three turns into the navel pipe by hand when heaving in, but after that the weight of it hanging in the locker will draw the remainder through the pipe without assistance. If you are on an even keel when anchoring, short or studded link chain will form pyramids in the locker, pyramids which topple over and sometimes make it appear that it will not run out freely.

## Pitching

If your vessel is rolling and/or pitching when you are anchoring, it is likely to stow itself more neatly. In either case though, it generally runs out without getting jammed in the pipe.

Usual practice is to fit navel pipes of a size just large enough to take the size of chain likely to be used in a vessel — presumably to restrict water getting below as far as possible. But I heard of the owner of a boat not so long ago who decided not to

conform with this practice. Aware that the flow of air through the accommodation in most vessels is from aft forward, he decided to fit a navel pipe which would act as a ventilator as well as a lead for chain. He had a half-inch diameter pipe which was shaped like a conventional navel pipe but as large as the type of ventilator which would normally be fitted to the size of vessel he owned. Presumably he had a shutter fitted to it with a bit of just sufficient size to let the chain he uses so that the shutter will restrict inguair water to the same degree that of a smaller pipe.

To me this sounds like a good idea. When there is risk of water getting below, can leave the shutter open and ensure both that there is a flow of fresh air through accommodation and that the air does not get trapped. Otherwise he can close it and risk no more water getting below than if he fitted a navel pipe of conventional size. In addition he always feel confident that chain will never jam in the pipe.

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"I HAVE been fishing full-time all my life and during the season have always used Enst Consters for catching lobsters and crabs.

"With their 'easy come, easy go' entrances they fish well but have a very poor retaining capacity. In future I shall be limited in the time I can spend on the grounds and would, therefore like to make some pots of the American parlour type.

"Although I have seen several versions of these, I would like details of the true basic design to work from.

"The material I will be using is 2 in. square by eight SWG weldmesh which has lately become most popular for making pots in this part of the coast.

"The basic American parlour pot is approximately 34 in. long, 16 in. high and 25 in. wide across the base. It is made of 1 1/2 in. x 1/2 in. wooden laths along the edges and 1 in. x 1/2 in. laths elsewhere. Bottom and sides are covered with 3 in. mesh netting.

There are two entrances to the lobby, one on either side,

## Weights

There are two main buttons across the lobby, the pot to support counterweights of some sort, and a vertical rod to support the bottom in the lobby. A skewer made of heavy galvanized wire on which to fix bait.

There is no netting of the pot. It is made of laths, spaced 1 in. along the full length. Three of these are together, connected cross laths and are down. They form a cage which you fix a skewer end to lobster from either side.

Laths are nailed together with galvanized staples and are used netting all round the pot.

## Crew saved

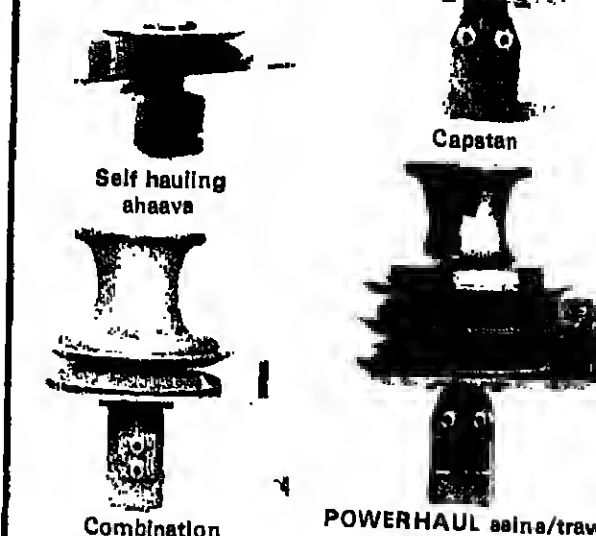
THREE Cornish fishermen were rescued from a lifeboat on Tuesday after their trawler sank 17 miles off Doldman Point.

All three were picked up by another fishing boat and brought into Mevagissey. It was about 2.30 am when Francois et Jeannette, a Penzance-registered trawler owned by Crystal Trawlers Ltd. of Mevagissey, radioed that she had engine failure. She anchored and

arrangements were made to tow her in. But, just after 3 am, she reported sprung a leak. One of two crewmen, a nearby, Cornish, went to her assistance. She got there. The crew of three was in the lifeboat. The skipper, John, an engineer, Malcolm, and a crewman, Malcolm, were taken on board. The trawler was then towed in.

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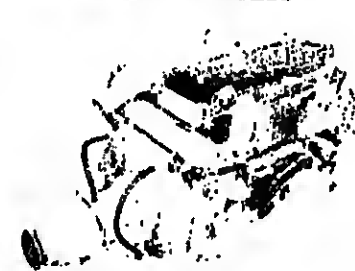
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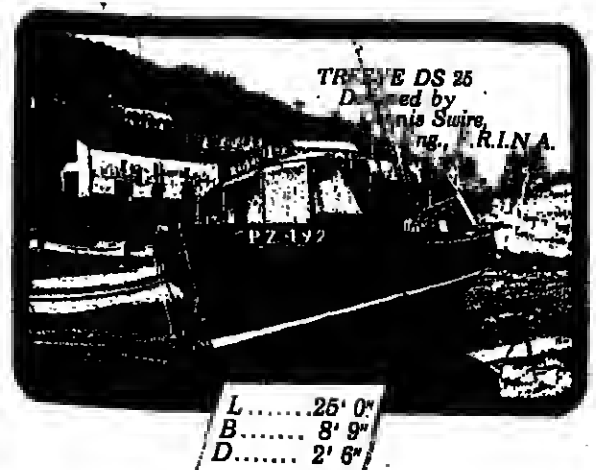
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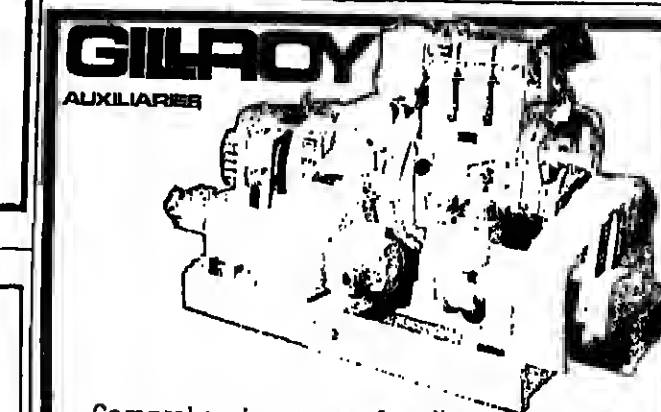
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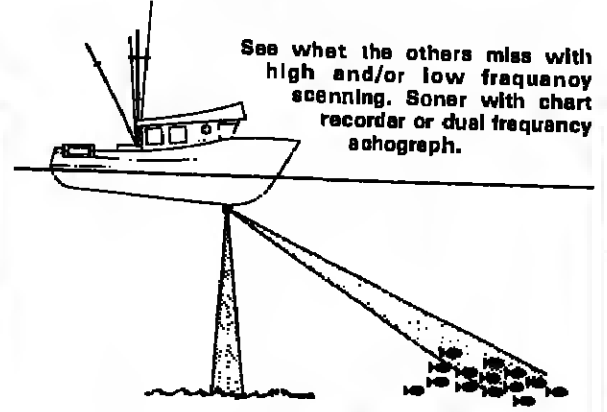
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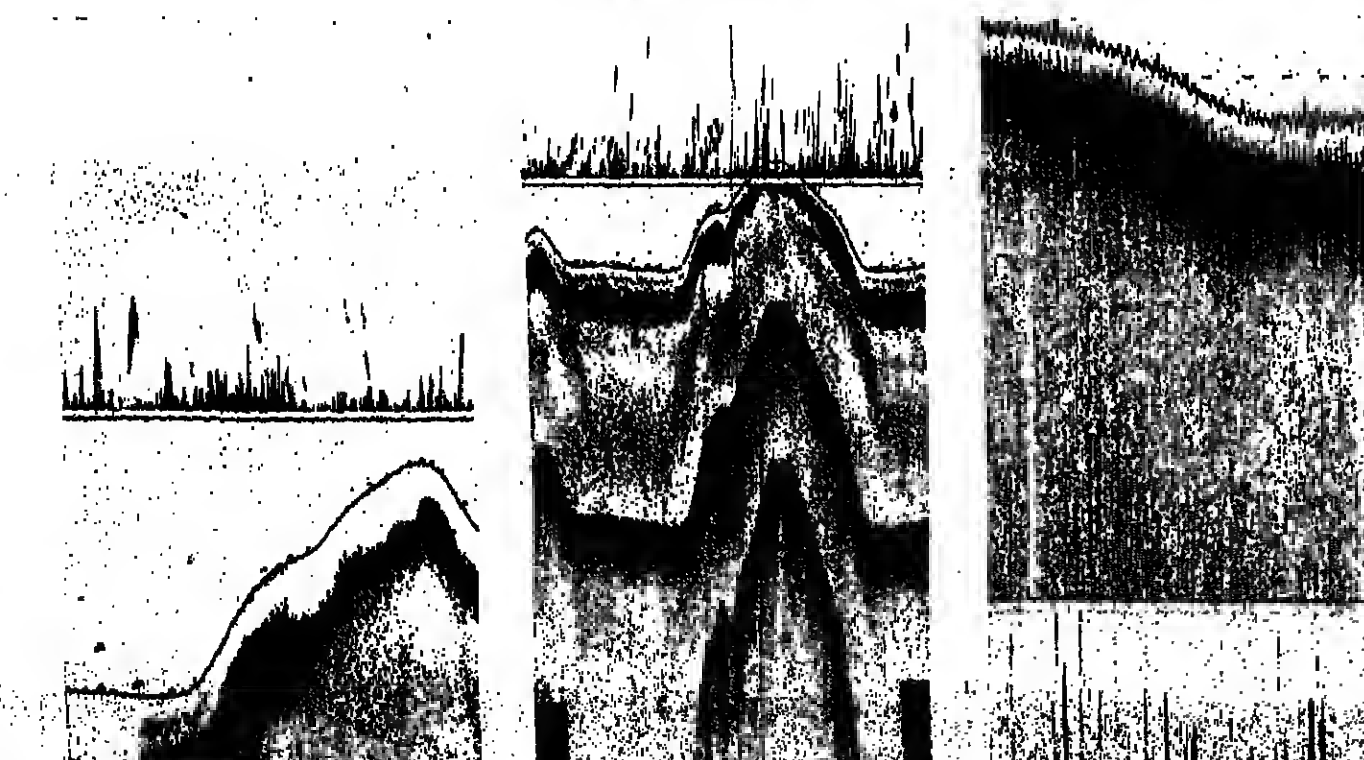
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# NEW 'LORENZO' PAIRS WITH SISTER-SHIP

FLEETWOOD'S new 87ft. trawler *Lorenzo* has started pair fishing from the port with her sister-ship *Benvolio*. She began her maiden trip on Monday last week when the pair set off for the Irish Sea. It is thought the Tynedraft-designed trawlers will be undertaking relatively short trips.

She was built by the Tweed Ltd. It then passed them on to its division British United Shipyard (Berwick) Ltd. and sailed to Laith to have bollard pull tests. Then, she moved to her home port where she was finally allocated the Wyre Trawlers Ltd., which operates both boats, kitted out by Wyre Trawlers Ltd.

They are equipped for bottom and pelagic trawling, either as a pair or singly, and they are the first of their type to be managed by the Fleetwood firm.

The take over had followed the financial collapse of the *Benvolio*, which was yard which belonged to Inverlaid last year by the Berwick yard, has been and was known as Berwick single-boat pelagic fishing for mackerel from Plymouth for much of last winter and a spokesman for Wyre Trawlers told *Fishing News* that she has had a successful season. However, she has been hampered by bad weather.

It is hoped to fit both *Benvolio* and *Lorenzo* with fish pumps to speed up the operation of emptying the net. Without a fish pump it can take as long as seven or eight hours to lift mackerel on board which has only taken about six minutes to catch.

At present there are no other vessels of this size pair fishing from Fleetwood, although two larger stern trawlers have been working the gear successfully for several trips. The new pairing is seen as something of an experiment.

*Lorenzo* is fishing under Skipper Joe Nawsham, formerly in charge of *Benvolio*, and the latter vessel is being commanded by Skipper Jeff Wright. Both are assistant water skippers and have been with Wyre Trawlers for some time.

The building of the two vessels has been a complicated saga. They were originally being built as seiner-trawlers for Peterhead skippers in association with Calley Fisheries Group Ltd., but the skippers eventually sold their interests in the boats to Calley Fisheries.

In turn, Calley transferred the vessels to its parent company Associated Fisheries

## Similar

Having been ordered as seiner-trawlers, *Benvolio* and *Lorenzo* are broadly similar in lines and equipment to a number of Tynedraft designed vessels in the Scottish fleet.

The original range of gear handling machinery has been retained, but the main function as a cargo winch.

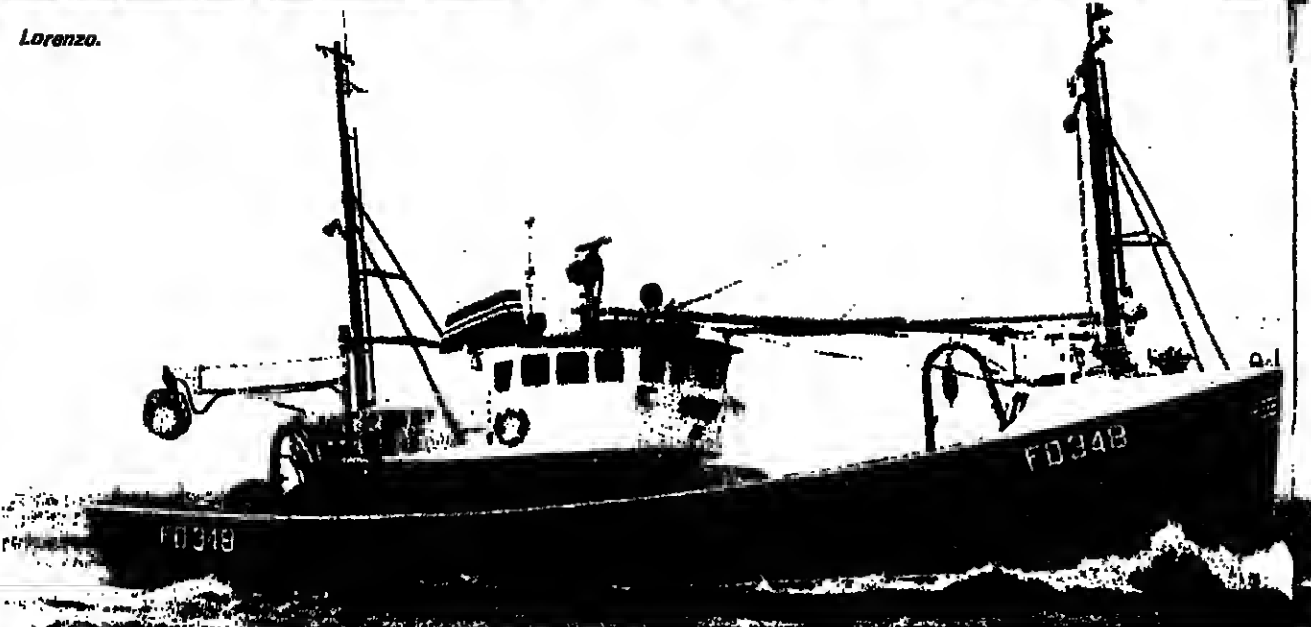
When trawling the vessels are able to use the net drum and power block to take in most of the net. They can then lift in the cod end over the sternboard side, forward. The trawl winch is mounted just forward of the deckhouse.

In hull form the two vessels differ from earlier Tynedraft designs in that the deck has a shallower sheerline. This gives nine in. greater depth amidships and, therefore, a higher freeboard.

With an overall length of 87 ft., *Lorenzo* has a registered length of 79.9 ft., length between perpendiculars of 76.25 ft., beam of 22.5 ft. and moulded depth amidships of 12.9 ft.

She has a net tonnage of 59.79 and gross tonnage of 161.32 and, although not

*Lorenzo*



classified at Lloyd's, her plans were appraised by Lloyd's. Her scantlings are 100 per cent in excess of their minimum requirements for this class of vessel.

Propulsion is provided by a Mirreles Blackstone type EWSL6, air-starting, turbo-charged, diesel engine which gives 760 hp at 900 rpm. It drives through a Liasan CG60/450 2.83:1 reduction gearbox to a Liasan controllable pitch propeller housed in a fixed Kort nozzle.

Electricity is provided at 415 V three phase a.c., 240 V single phase a.c., and 24 V d.c.

A Puro type 1107 oil-fired boiler provides hot water for central heating and domestic use and this can also be used to warm up the main engine.

Electricity is provided at 415 V three phase a.c., 240 V single phase a.c., and 24 V d.c.

The hydraulic power pack for the deck machinery is driven off the extension shaft at the fore end of the main engine through a Fremo MB2A 1:2.5 step-up gearbox and a Multimount flexible coupling.

The electrically-operated Framo clutch for the gearbox is controlled from the wheelhouse.

There are two Gardner 6LX auxiliary engines and each develops 120 hp at 1,500 rpm.

An ECC 40 kW 415 V, three phase, 50 Hz type BRF250 alternator and a Gilbert Gilkes and Gordon Gilme Series M 300/875 bilge and general service pump are driven from the port engine.

Power for an EEC 80 kW 415 V, three phase, 50 Hz

auxiliary engines when the boat is aground in tidal harbours. Almost all the deck machinery is from James Robertson and Sons of Fleetwood and includes a 12-ton trawl winch, combination seine and cargo winch, net drum, mucker windlass and boom swinger.

A Rapp 24RS 2100 power block from Fishing Hydraulics (Scotland) Ltd. is hung on a long-reach crane mounted on the after starboard corner of the deckhouse top.

The hydraulic system which powers the deck machinery has been designed and supplied by the Aberdeen engineering firm of C. F. Wilson (1932) Ltd. A similar system was provided for *Benvolio*.

A number of dual-purpose vessels fitted with a similar range of equipment to *Lorenzo* have a ring main hydraulic system which incorporates one variable delivery pump capable of driving all the units of deck machinery. Volvos are used to direct the oil to whichever unit needs the power.

Those systems offer a good degree of flexibility and are working well on the majority of boats.

However, the circuitry used in those systems is somewhat complicated for use aboard this smaller type of vessel which carries one engineer who spends much of his time helping with fishing.

The hydraulic system

designed for *Lorenzo* is incorporated. Hydraulic power is provided by a Vickers motor.

stant delivery double pump advantage of the unit which is mounted on the fire-end of the main level is considerably engine.

One pump can drive the trawl winch, or the mucker pump was chosen and cargo winch, and then two boats because it is a changeover valve to either winch or installations.

boats are to work as trawlers and an of constant delivery has advantages in simplicity and has net drum and the power block makes of just for a few minutes use have proved to be actually suitable for net drum and power block.

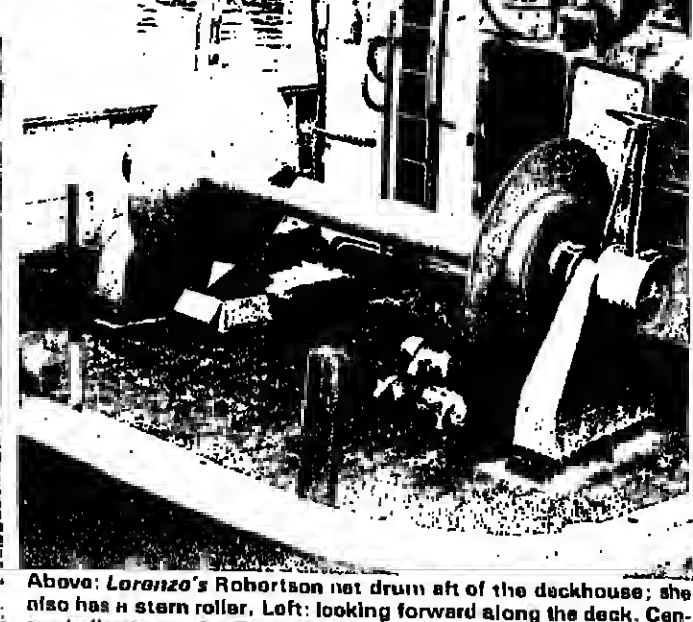
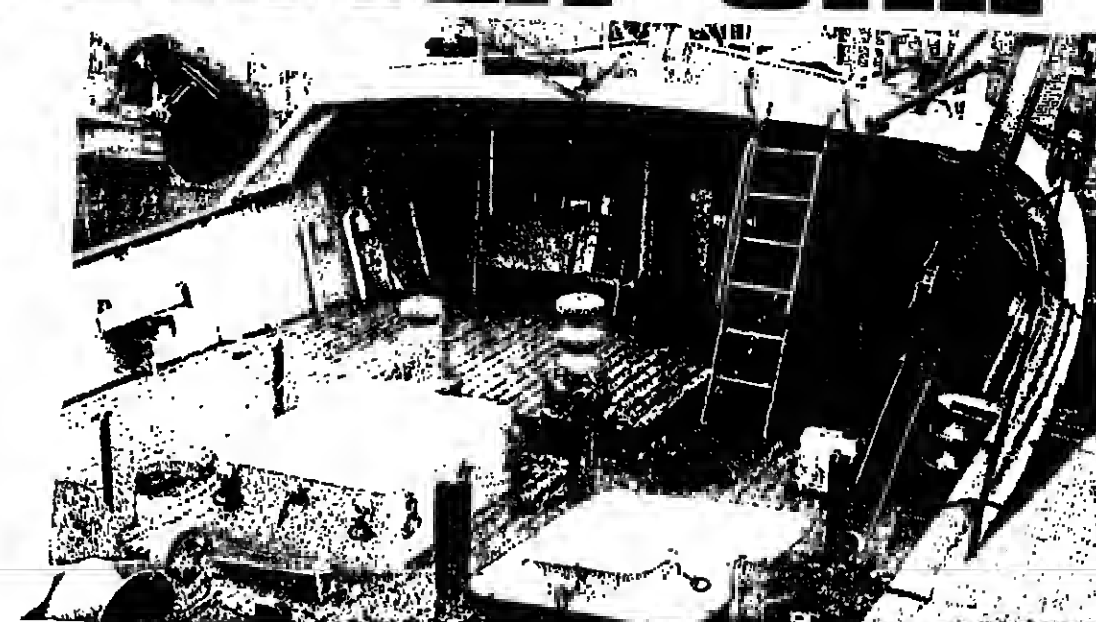
For standby use, the Vickers hydraulic pump is driven from the starboard auxiliary engine and is the same way as the main pump but reduced power but reduced power for the boom and anchor winches provided by a pump.

Speed and direction of trawl which is controlled by a single valve. The seine and cargo winch has a local on/off control. Its speed can be controlled from the wheelhouse. The controls are also fitted to the net drum and power block.

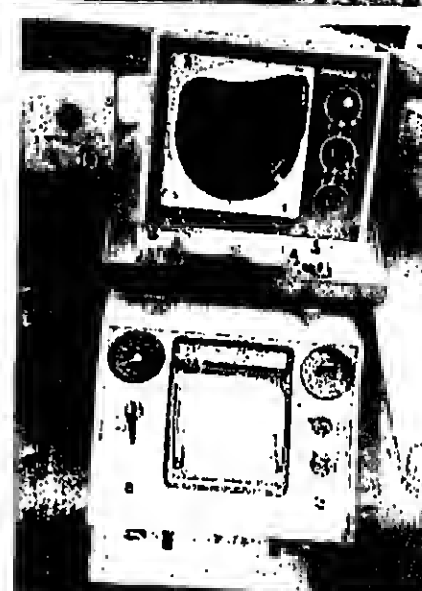
Power for the boom and anchor winches provided by a pump.

Power for the boom and anchor winches provided by a pump.

Power for the boom and anchor winches provided by a pump.



Above: *Lorenzo*'s Robertson net drum aft of the deckhouse; she also has a stern roller. Left: looking forward along the deck. Centre bollards are by Tyne Metal.



Above: *Lorenzo*'s Simrad SL sonar with her SM sonar scope mounted above. Below: positioned in front of her wheelhouse is a Robertson of Fleetwood trawl winch and (bottom) the combined seine/cargo winch is under the wheelhouse. She is not expected to go sailing.



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Depmar 103 and 131 echo sounders are available now from Kelvin Hughes. Write or phone for full details.



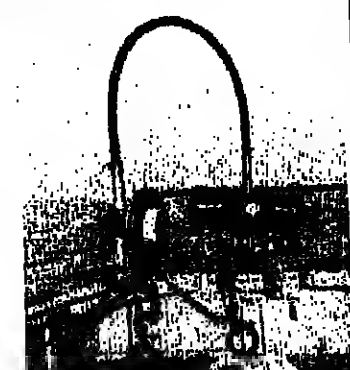
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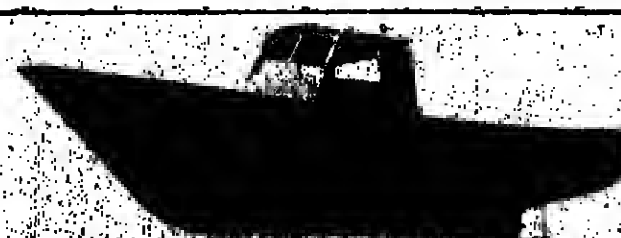
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**MORE** Scottish purse seiner skippers are having their vessels substantially modified.

With future herring catches likely to be curtailed by even smaller quotas, skippers want to ensure that the fish they are allowed to catch is landed in the best possible condition. Boats working Cornish mackerel have also found that only fish held in chilled or refrigerated seawater tanks is being bought for human consumption. Fish not in tanks has had to go for fish meal at half the price.

Already two pursers are being lengthened so that chilled or refrigerated seawater tanks can be fitted, while others are expected to be modified in the near future.

The mods often include full-length shelter decks, as these not only improve working conditions for the crew but also allow the vessels to carry large catches without impairing their stability.

# Pursers stretched to fit tanks

The 87ft. Macduff purser *Heritage* is now in two halves in a shipyard at Zandaam, Holland, ready to have a new 14ft. 8in. section inserted amidships. Main contractor for the improvements is the Maaskant shipyard which built her in 1972.

She is being fitted with three chilled seawater tanks and a full-length shelter deck; the tanks will be carried up to shelter deck level.

Skipper Joseph Alexander told *Fishing News* that they had found the absence of tanks a drawback on

mockery and a hindrance with herring. Boxing herring is time wasting compared with filling tanks.

The extra length will also give the boat a bigger carrying capacity, yet allow her to still carry boxed herring when needed.

Shipbuilders Hall Russell of Aberdeen is lengthening the 88ft. 5in. Gardenstown purser *Courage* by 20ft. The new section is being prefabricated before being inserted into the vessel.

Skipper West said he is having the refrigeration system fitted chiefly to keep herring in really first class condition. In addition, a full

length shelter deck is being installed. *Courage* and *Heritage* are by no means the first Scottish pursers to be lengthened and fitted with tanks, however.

During the last three years *Lunar Bow* from Peterhead, *Challenge* from Fraserburgh and *Azolea* from Shetland have been modified.

More recently the Peterhead pursers *Pathway* and *Vigilant* have been fitted with shelter decks, while *Pathway* was supplied with a Kvaerner refrigeration plant.

A Fraserburgh skipper is understood to have bought a secondhand purser of 180ft. from the Continent, although she has not arrived in Scotland yet.

Heritage — now in half.



## Trials due—at last

**THE NEW 85ft. Fraserburgh purser *Brenelene* is now being finished off for owners Skipper Alexander Masson and others.**

It is now some three years since work began on the boat — a victim of the financial collapse of the Dundee yard of Smith and Hutton.

George Brown and Co. (Marine) Ltd. of Greenock built her hull and basic superstructure under contract to Smith and Hutton.

Following the closure of Smith and Hutton, the Sandhaven firm of J. and G. Forbes and Co. won the contract to complete her in Fraserburgh.

During fitting out work she fell off a slipway and her bilge plating was damaged. She was subsequently towed to the Peterhead slipway where repairs and finishing touches to her hull were carried out and she was painted.

*Brenelene* is now back in Fraserburgh and is expected to run trials in about a month.

The Napier Company's Arbroath designed the vessel's lines and she prepared construction electrical plans.

Propulsion will be provided by a Mirrelec Blacketer engine of 750 hp driving a Lioasou controllable pitch propeller in a fixed Kort nozzle. Other equipment includes Karmoy purse and trawl winch, plus Triplex gear.

Chilled seawater tanks are fitted and electronics include three sonars.

Rockwool to meet DoT requirements for combatting the spread of fire.

The fishroom, fitted with Alcan aluminium stanchions and pine boards, is served by a single hatch with an aluminium cover.

The wheelhouse, skipper's cabin and funnel are fabricated of aluminium, but the remainder of the deckhouse is of steel. The deckhouse is extended to the rail and the port side.

Fish finding aids in the wheelhouse include Kelvin Hughes MS44 echo sounder with BL1 Scale Expansion unit; Elac Fishlup; Simrad SL sonar with CM sonar; and Simrad FL Trawlank net sounder.

Navigation and communications equipment includes Decca RM914 radar with megameter and variable range marker; Decca S101 Mk. 3 radar; 'Sailor' RT144

vhf radio telephone; Redifon Sealand 30 vhf radio telephone; 'Sailor' T122/R105 sabb radio telephone; Woodsons Talk-Back system; Mermaid 23 Watchkeeping receiver; Decca Mk. 21 Navigator and Track Plotter; Lilley and Gillie overhead compass; Robertson AP6 autopilot and Tanford H115 ESG steering gear.

Other equipment fitted in the wheelhouse includes Wynnstrut blade-type window wiper and two Bostrom Viking helmamatic chairs. More rubber ring matting is laid in the wheelhouse and there is a Francis searchlight on the wheelhouse top.

A Kempf KS 3.5 electric cooker and an LEC fridge are installed in the combined galley and messroom; below the wheelhouse, while an LEC deep freeze cabinet is

also carried in the deckhouse at the port side.

Other facilities in the deckhouse include washroom, shower and w.c., plus a clothes drying room. An eight-man cabin is arranged below deck, and the skipper has a cabin leading on to the rear of the wheelhouse.

## Earnings fall

FISH landings and value fell at Whitby in February compared with the corresponding month of 1976.

Landed this February was 3,660 cwt. of white fish, worth £52,800, and 5,835 cwt. of shellfish worth £30,888.

During February, cwt. of sprats were 10,000, valued at £10,000, and 10,000 cwt. of herring, valued at £10,000.

## Herring boat stuck

FURTHER attempts to refloat the 75ft. MPV *Brighter Dawn* from rocks four miles from Peel, Isle of Man, have failed and the boat has been written off.

Despite the confident predictions of Jim Connolly, the men in charge of salvage operations, that the £70,000 herring trawler would be freed from the rocks on Sunday morning last week, he did not even manage to get a rope on to her. The weather was just too bad.

Attempts the next day to drag her off were equally unsuccessful as the tide did not flow as high as the prediction charts suggested, Mr. Connolly said.

*Brighter Dawn* is the top herring boat in the Manx fleet and has been on the beach on the island's west coast since breaking her moorings at Peel breakwater during the gales of five weeks ago.

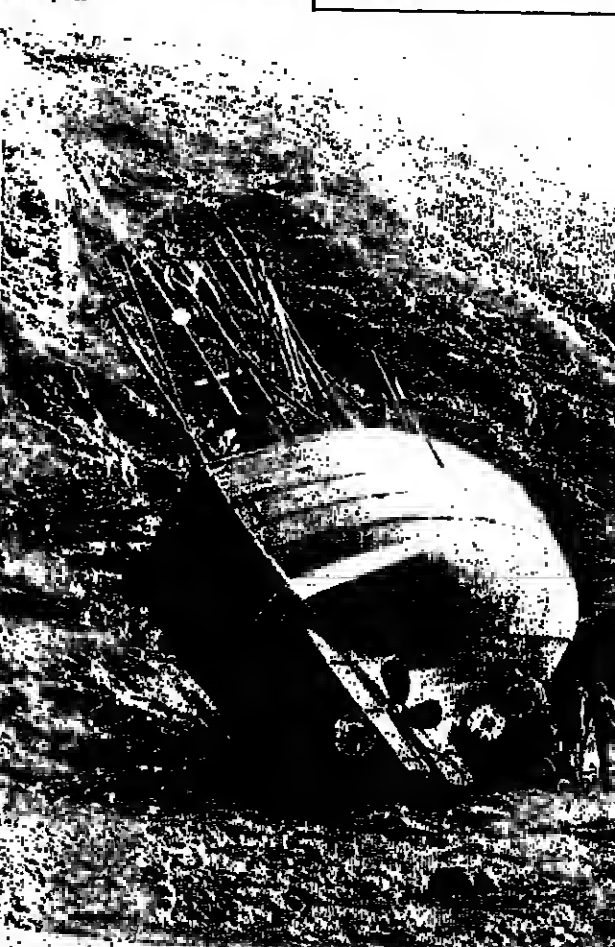
## Written off

Apart from slight hull damage, *Brighter Dawn* and her fittings are said to still be in good condition. The insurers, however, have written the trawler off and she has since been bought by a local fishing concern, Shippers (toM) Ltd., which brought Mr. Connolly in.

Mr. Connolly, skipper of the Manx fishing boat *Strawberry*, was confident he would get *Brighter Dawn* off the beach using a "skirt" of empty oil drums. But the boat did not budge.

He now intends using two 100-ton jacks to lift the stricken vessel on to makeshift skids so that she can slide down the beach towards the sea. "Failing that, it looks like we're going to have to bring a chain-saw in and take her apart," he added.

Below: salvage men tugging a skirt of empty 45-gallon oil drums to the hull of *Brighter Dawn* prior to the refloating attempts.



## BURTON 'PAIR' MAKE READY

NEWINGTON Trawlers' 75ft. stern trawlers *Burton Agnes* and *Burton Pidsa* have been undergoing fitting out at Grimsby to work as a pair trawling team.

The sister-ships, of all-welded steel hull construction, formerly worked from North Shields, although they have recently been on the south-west mackerel. They steamed to Grimsby from Penzance direct.

A spokesman for agents, Danbrit (Fish Salemen) Ltd., told *Fishing News* that the pair would be undergoing a short fitting out spell in dock to prepare them for the new role, plus any repairs necessary after a hectic and arduous season single-boat-fishing for mackerel.

The pair are expected to leave on their maiden before the middle of the month.

Both vessels would seem to be ideally suited for pair trawling. With Caterpillar D379-TA marine diesels (usually located aft of the fishroom) developing 565hp at 1,225 rpm, there is plenty of power for the longer journeys pairs are now often making.

Additionally, both vessels have Kort nozzles and these should provide an extra ten per cent more thrust when towing. Their deck layouts are simple and the Snellwood two-drum split trawl winches, port and starboard, with Lebus spooling, should prove ideal for pair fishing.

The trawlers do not lack anything in the expertise of pair fishing for *Burton Agnes* is skippered by Derek Brown, the former deep water ace who stepped down to the smaller craft with *Mohave* and *Shownee* to pick up a new Grimsby pair trawling grossing record last year (since broken by the *Bojen* boats). *Burton Pidsa* has Skipper Mel Torrington in command (see page four).



*Burton Agnes* on the slip at Grimsby preparing to go pair trawling with her sister-ship, *Burton Pidsa*.

## Net 'first'

TWO PETERHEAD boats have taken delivery of a 'Blacksprutta' trawl from the Danish net maker Iver Christensen's Vaad-binderi Ltd.

The 78ft. *Ugievale* 11 and the 80ft. *Faithful* 11, fishing under skippers Arthur Buchan and Welter Milne, are to use the net for white fish pair trawling on clean ground.

Skipper Buchan of *Ugievale* 11 said he and Skipper Milne feel that it will be a very suitable net because of its high opening. He added that they would probably start fishing with the net off Shetland.

The two boats are the first Scottish vessels to work the 'Blacksprutta', which is a nylon four-seam net designed specially to attain headrope heights well in excess of conventional wing trawls. Skipper Buchan said that with the 88ft. *Antares* warp tension meters from the

Wallsend firm of D.E.V. Engineering Ltd. have also been ordered for the two boats.

One of the main features of these meters is that the load cells are operated electronically. This makes them safer for fishing boats. The units can be split for pair trawling between the two vessels, and the load cells can be fitted in any suitable position on deck or in the galleys.

*Faithful* 11 and *Ugievale* 11 worked the white fish pair trawl together for the first time last year. They used a Cossitt bobbin net for hard ground and are to use the same net for this application this year.

Both vessels spend much of the year pair trawling for herring off the Scottish west coast. Latterly, *Ugievale* 11 has worked in partnership with the 88ft. *Antares* (Skipper James Pirie).

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## TOP LANDINGS LAST WEEK

### GRIMSBY

559,813: *Ross Revenge*, BUT (Sk. J. Meadows), 1,891k, NC, 24 days.  
557,348: *Lard Jellicoe*, BUT (Sk. W. Sate), 2,078k, NC, 24 days.  
536,884: *Belgaum*, Boston (Sk. J. Stevens), 1,399k, NC, 22 days.  
531,852: *Barnsley*, Conso (Sk. J. Hodson), 1,015k, WS, 21 days.  
531,098: *Noits Forest*, Conso (Sk. G. Mussell), 1,013k, WS, 22 days.  
523,880: *Huddersfield Town*, Conso (Sk. M. Ward), 889k, WS/NC, 22 days.  
517,922: *Gillingham*, Conso (Sk. J. Loades), 750k, WS, 24 days.

### Middle water

524,694: *Ross Cheeta*, BUT (Sk. T. Ross), 949k, W, 15 days.  
520,872: *Ross Zebra*, BUT (Sk. R. Reeves), 1,021k, W, 17 days.  
516,163: *Boston Kestrel*, Boston (Sk. A. Dennis), 805k, W, 14 days.  
515,550: *Ross Civet*, BUT (Sk. A. Redpath), 633k, W, 15 days.  
515,023: *Sando*, Taylor (Sk. N. Bray), 515k, W, 17 days.

### North Sea

56,881: *Loften*, Lindsey (Sk. A. Hatton), 206k, NS, 14 days.  
56,590: *Lemberg*, Lindae (Sk. H. Pexman), 191k, NS, 13 days.

### Selma

56,824: *Edlei*, Danbrit (Sk. L. Gravesen), 174k, NS, 19 days.  
55,874: *Coral Bank*, Sleight (Sk. D. McKenny), 172k, NS, 20 days.  
55,339: *Genera*, Sleight (Sk. W. Murray), 123k, NS, 14 days.  
54,904: *Ella Grethe*, John R. (Sk. R. McQueen), 177k, NS, 18 days.  
54,655: *Edith Borum*, Danbrit (Sk. G. Hoban), 85k, NS, 11 days.  
54,390: *Cullen Bay*, Sleight (Sk. P. Miller), 137k, NS, 19 days.  
54,022: *Scanboy*, Sleight (Sk. P. Collins), 92k, NS, 18 days.

### Pair teams

56,472: *Athabasca*, (Sk. A. Alrecht), 179k, and 56,454: *Trendsetter*, (Sk. M. Jensen), 182k, both Danbrit, W, 17 days.

### HULL

562,817: *C. S. Forester*, Newington (Sk. R. Taylor), 1,970k, NC, 21 days.  
561,393: *Arctic Corsair*, Boyd (Sk. C. Kitts), 2,076k, NC, 24 days.  
549,425: *Ross Trafalgar*, BUT (Sk. E. M. Ward), 1,572k, NC, 24 days.  
539,657: *Kingston Amber*, BUT (Sk. M. Clark), 1,232k, NC, 21 days.  
525,278: *Somerset Maugham*, Newington (Sk. E. Woodbridge), 1,197k, NC, 26 days.  
517,899: *Westella*, Marr (Sk. S. Morrell), 632k, W, 23 days.  
517,871: *Benella*, Marr (Sk. R. Beamish), 329k, G, 21 days.

### Sainers

53,729: *Christiansborg*, Boston (Sk. E. Dam), 108k.  
52,984: *Kronborg*, Boston (Sk. H. Dam), 66k.  
52,235: *Visborg*, Boston (Sk. V. Jensen), 74k.

### FLEETWOOD

535,182: *Jacinta*, Marr (Sk. V. Dingle), 1,220k, 24 days.

### Homewater

519,553: *Boston Stirling*, Boston (Sk. W. Bridge), 603k, 14 days.  
517,499: *Wyre Conqueror*, Wyre (Sk. W. Spearpoint), 473k, 17 days.  
511,262: *Boston Sea Hawk*, Bloomfield (Sk. J. Brackenbury), 306k, 13 days.  
509,208: *Mount Melleray*, Wyre (Sk. B. Andrews), 348k, 15 days.  
507,907: *London Town*, Hewett (Sk. J. Kelly), 267k, 15 days.  
507,048: *Surveyor*, Belgian, 88k.  
507,106: *Marrie Jacob*, Irish, 196k.  
506,902: *Resound*, Ward (Sk. C. Pook), 237k, 15 days.  
505,847: *Admiral Hawke*, Hewett (Sk. J. Kirby), 167k, 13 days.  
505,626: *Craigmarl*, Ward (Sk. J. Jackson), 170k, 15 days.  
505,284: *Charmor*, Hewett (Sk. O. Jensen), 154k, 13 days.  
504,779: *Royalist*, Hewett (Sk. J. Pickers), 135k, 13 days.

53,167: *Anne*, Hewett, 95k.  
52,966: *Starbank*, Ward (Sk. Hudson), 89k, 13 days.  
52,780: *Thornwood*, Hewett (Sk. S. Carlan), 66k, 13 days.  
51,140: *Neils John*, Hewett, 34k, 15 days.

### ABERDEEN

530,755: *Clarkwood*, J. Wond (Sk. S. Thomson), 1,091k, F, 16 days.  
525,418: *Ben Wyvis*, Irvin (Sk. A. Campbell), 693k, F, 14 days.  
522,040: *Pendarus*, BUT (Sk. J. Glasgow), 814k, S, 16 days.  
521,308: *Granpian Chieftain*, North Star (Sk. R. Leiper), 913k, S, 15 days.  
516,839: *Admiral Nelson*, J. Wood (Sk. R. Pirie), 590k, S, 11 days.  
516,253: *Ben Gairn*, Irvin (Sk. P. Beattie), 462k, F, 16 days.

### LOWESTOFT

511,770: *Suffolk Conquest*, Small (Sk. R. Pike), 348k, NS, 11 days.  
511,760: *Suffolk Monarch*, Small (Sk. E. Read), 369k, NS, 11 days.  
511,542: *Underley Queen*, Tallman (Sk. M. Reeder), 297k, NS, 12 days.  
510,329: *Boston Sea King*, Boston (Sk. P. Meen), 354k, NS, 12 days.  
510,234: *St Nicola*, Colne (Sk. R. Paul), 323k, Ne, 12 days.  
510,050: *St Phillip*, Colne (Sk. T. Martin), 345k, NS, 12 days.

### GRANTON

521,847: *Arctic Brigand*, Liston (Sk. A. Wood), 968k, NS, 14 days.  
510,792: *Arctic Crusader*, Liston (Sk. P. Wenless), 462k, NS, 14 days.

### MILFORD HAVEN

54,995: *Bryher*, Norrard (Sk. A. James), 103k, 13 days.  
54,750: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 135k, 13 days.  
54,117: *Brendo Wilson*, Jones (Sk. R. Evans), 97k, 12 days.  
53,953: *Norrard Star*, Norrard (Sk. J. Manenn), 115k, 12 days.  
52,150: *Westerdale*, Linke (Sk. B. Linkel), 62k, 13 days.  
51,876: *Arthur Harvey*, (Sk. J. Donovan), 15k, 6 days.

KEY: S: Sea Islands; c: cowt; DW: distant water; F: Faroe Islands; G: Greenland; HW: home water; I: Island; IS: Irish Sea; k: kite; kg: kilo; NC: Norway Coast; NFL: Newfoundland; NS: North Sea; R: Rockell; S: Shetland; Sk: Skye; W: Watterles; WC: West Coast; W: White Sea.

whiting, c2; small, c2; large lemon sole, c7.2k; medium, c7.7k; large sole, c13.8k; medium, c17.5k; brill, c7.1k; large ray, c1.1k; medium, c2.4k; squid, c5.5k; monkfish, c1.5k; pollock, c1.2k; red mullet, c1.1k; per stone; scallops, c1.7k; per doz.

### KYEMUTHI

1000 boxes from 15 boats. Prices: large cod, c28; medium codling, c27; hest small, c25; small, c24.5k; large haddock, c21; small, c20.5k; large whiting, c22; small, c21; per 7st box; large lemon sole, c6; medium, c5; small, c4.5k; monkfish, c5.5k; oes, c2; selected plaice, c6; medium, c5; small, c4.5k; per stone.

### ARRHATH

Eight boxes from 18 boats. Prices: large cod, c18; small, c14.7k; large codling, c19; c20; medium, c18.1k; small, c17.2k; large whiting, c15; c17; small, c14.5k; c15.5k; per box; large lemon sole, c5.5k; c6.5k; dubs, c2; c2.5k; per stone.

### FRASERBURGH

730 boxes from 18 boats. Prices: large cod, c20; c21; turbot, c17; c18; selected lemon sole, c7.5k; c8; small, c5; c5.5k; selected plaice, c4; c4.5k; small, c2.8k; c3.4k; small whiting, c2.4k; c2.8k; dabs, c2.4k; c2.7k; skate, c1.6k; c1.8k; per stone; large haddock, c22; c23; medium, c21; c22; small, c20; c21; round, c11.2k; c11.3k; medium codling, c11.2k; c11.3k; cod and sprags, c2.1k; c2.7; whiting, c1.4k; c1.8; round, c1.5k; c1.6k; cod, c1.2k; c1.3k; ling, c1.5k; c1.6k; c1.7k; c1.8k; c1.9k; c2.0k; c2.1k; c2.2k; c2.3k; c2.4k; c2.5k; c2.6k; c2.7k; c2.8k; c2.9k; c3.0k; c3.1k; c3.2k; c3.3k; c3.4k; c3.5k; c3.6k; c3.7k; c3.8k; c3.9k; c4.0k; c4.1k; c4.2k; c4.3k; c4.4k; c4.5k; c4.6k; c4.7k; c4.8k; c4.9k; c5.0k; c5.1k; c5.2k; c5.3k; c5.4k; c5.5k; c5.6k; c5.7k; c5.8k; c5.9k; c6.0k; c6.1k; c6.2k; c6.3k; c6.4k; c6.5k; c6.6k; c6.7k; c6.8k; c6.9k; c7.0k; c7.1k; c7.2k; c7.3k; c7.4k; c7.5k; c7.6k; c7.7k; c7.8k; c7.9k; c8.0k; c8.1k; c8.2k; c8.3k; c8.4k; c8.5k; c8.6k; c8.7k; c8.8k; c8.9k; c9.0k; c9.1k; c9.2k; c9.3k; c9.4k; c9.5k; c9.6k; c9.7k; c9.8k; c9.9k; c10.0k; c10.1k; c10.2k; c10.3k; c10.4k; c10.5k; c10.6k; c10.7k; c10.8k; c10.9k; c11.0k; c11.1k; c11.2k; c11.3k; c11.4k; c11.5k; c11.6k; c11.7k; c11.8k; c11.9k; c12.0k; c12.1k; c12.2k; c12.3k; c12.4k; c12.5k; c12.6k; c12.7k; c12.8k; c12.9k; c13.0k; c13.1k; c13.2k; c13.3k; c13.4k; c13.5k; c13.6k; c13.7k; c13.8k; c13.9k; c14.0k; c14.1k; c14.2k; c14.3k; c14.4k; c14.5k; c14.6k; c14.7k; c14.8k; c14.9k; c15.0k; c15.1k; c15.2k; c15.3k; c15.4k; c15.5k; c15.6k; c15.7k; c15.8k; c15.9k; c16.0k; c16.1k; c16.2k; c16.3k; c16.4k; c16.5k; c16.6k; c16.7k; c16.8k; c16.9k; c17.0k; c17.1k; c17.2k; c17.3k; c17.4k; c17.5k; c17.6k; c17.7k; c17.8k; c17.9k; c18.0k; c18.1k; c18.2k; c18.3k; c18.4k; c18.5k; c18.6k; c18.7k; c18.8k; c18.9k; c19.0k; c19.1k; c19.2k; c19.3k; c19.4k; c19.5k; c19.6k; c19.7k; c19.8k; c19.9k; c20.0k; c20.1k; c20.2k; c20.3k; c20.4k; c20.5k; c20.6k; c20.7k; c20.8k; c20.9k; c21.0k; c21.1k; c21.2k; c21.3k; c21.4k; c21.5k; c21.6k; c21.7k; c21.8k; c21.9k; c22.0k; c22.1k; c22.2k; c22.3k; c22.4k; c22.5k; c22.6k; c22.7k; c22.8k; c22.9k; c23.0k; c23.1k; c23.2k; c23.3k; c23.4k; c23.5k; c23.6k; c23.7k; c23.8k; c23.9k; c24.0k; c24.1k; c24.2k; c24.3k; c24.4k; c24.5k; c24.6k; c24.7k; c24.8k; c24.9k; c25.0k; c25.1k; c25.2k; c25.3k; c25.4k; c25.5k; c25.6k; c25.7k; c25.8k; c25.9k; c26.0k; c26.1k; c26.2k; c26.3k; c26.4k; c26.5k; c26.6k; c26.7k; c26.8k; c26.9k; c27.0k; c27.1k; c27.2k; c27.3k; c27.4k; c27.5k; c27.6k; c27.7k; c27.8k; c27.9k; c28.0k; c28.1k; c28.2k; c28.3k; c28.4k; c28.5k; c28.6k; c28.7k; c28.8k; c28.9k; c29.0k; c29.1k; c29.2k; c29.3k; c29.4k; c29.5k; c29.6k; c29.7k; c29.8k; c29.9k; c30.0k; c30.1k; c30.2k; c30.3k; c30.4k; c30.5k; c30.6k; c30.7k; c30.8k; c30.9k; c31.0k; c31.1k; c31.2k; c31.3k; c31.4k; c31.5k; c31.6k; c31.7k; c31.8k; c31.9k; c32.0k; c32.1k; c32.2k; c32.3k; c32.4k; c32.5k; c32.6k; c32.7k; c32.8k; c32.9k; c33.0k; c33.1k; c33.2k; c33.3k; c33.4k; c33.5k; c33.6k; c33.7k; c33.8k; c33.9k; c34.0k; c34.1k; c34.2k; c34.3k; c34.4k; c34.5k; c34.6k; c34.7k; c34.8k; c34.9k; c35.0k; c35.1k; c35.2k; c35.3k; c35.4k; c35.5k; c35.6k; c35.7k; c35.8k; c35.9k; c36.0k; c36.1k; c36.2k; c36.3k; c36.4k; c36.5k; c36.6k; c36.7k; c36.8k; c36.9k; c37.0k; c37.1k; c37.2k; c37.3k; c37.4k; c37.5k; c37.6k; c37.7k; c37.8k; c37.9k; c38.0k; c38.1k; c38.2k; c38.3k; c38.4k; c38.5k; c38.6k; c38.7k; c38.8k; c38.9k; c39.0k; c39.1k; c39.2k; c39.3k; c39.4k; c39.5k; c39.6k; c39.7k; c39.8k; c39.9k; c40.0k; c40.1k; c40.2k; c40.3k; c40.4k; c40.5k; c40.6k; c40.7k; c40.8k; c40.9k; c41.0k; c41.1k; c41.2k; c41.3k; c41.4k; c41.5k; c41.6k; c41.7k; c41.8k; c41.9k; c42.0k; c42.1k; c42.2k; c42.3k; c42.4k; c42.5k; c42.6k; c42.7k; c42.8k; c42.9k; c43.0k; c43.1k; c43.2k; c43.3k; c43.4k; c43.5k; c43.6k; c43.7k; c43.8k; c43.9k; c44.0k; c44.1k; c44.2k; c44.3k; c44.4k; c44.5k; c44.6k; c44.7k; c44.8k; c44.9k; c45.0k; c45.1k; c45.2k; c45.3k; c45.4k; c45.5k; c45.6k; c45.7k; c45.8k; c45.9k; c46.0k; c46.1k; c46.2k; c46.3k; c46.4k; c46.5k; c46.6k; c46.7k; c46.8k; c46.9k; c47.0k; c47.1k; 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c72.2k; c72.3k; c72.4k; c72.5k; c72.6k; c72.7k; c72.8k; c72.9k; c73.0k; c73.1k; c73.2k; c73.3k; c73.4k; c73.5k; c73.6k; c73.7k; c73.8k; c73.9k; c74.0k; c74.1k; c74.2k; c74.3k; c74.4k; c74.5k; c74.6k; c74.7k; c74.8k; c74.9k; c75.0k; c75.1k; c75.2k; c75.3k; c75.4k; c75.5k; c75.6k; c75.7k; c75.8k; c75.9k; c76.0k; c76.1k; c76.2k; c76.3k; c76.4k; c76.5k; c76.6k; c76.7k; c76.8k; c76.9k; c77.0k; c77.1k; c77.2k; c77.3k; c77.4k; c77.5k; c77.6k; c77.7k; c77.8k; c77.9k; c78.0k; c78.1k; c78.2k; c78.3k; c78.4k; c78.5k; c78.6k; c78.7k; c78.8k; c78.9k; c79.0k; c79.1k; c79.2k; c79.3k; c79.4k; c79.5k; c79.6k; c79.7k; c79.8k; c79.9k; c80.0k; c80.1k; c80.2k; c80.3k; c80.4k; c80.5k; c80.6k; c80.7k; c80.8k; c80.9k; c81.0k; c81.1k; c81.2k; c81.3k; c81.4k; c81.5k; c81.6k; c81.7k; c81.8k; c81.9k; c82.0k; c82.1k; c82.2k; c82.3k; c82.4k; c82.5k; c82.6k; c82.7k; c82.8k; c82.9k; c83.0k; c83.1k; c83.2k; c83.3k; c83.4k; c83.5k; c83.6k; c83.7k; c83.8k; c83.9k; c84.0k; c84.1k; c84.2k; c84.3k; c84.4k; c84.5k; c84.6k; c84.7k; c84.8k; c84.9k; c85.0k; c85.1k; c85.2k; c85.3k; c85.4k; c85.5k; c85.6k; c85.7k; c85.8k; c85.9k; c86.0k; c86.1k; c86.2k; c86.3k; c86.4k; c86.5k; c86.6k; c86.7k; c86.8k; c86.9k; c87.0k; c87.1k; c87.2k; c87.3k; c87.4k; c87.5k; c87.6k; c87.7k; c87.8k; c87.9k; c88.0k; c88.1k; c88.2k; c88.3k; c88.4k; c88.5k; c88.6k; c88.7k; c88.8k; c88.9k; c89.0k; c89.1k; c89.2k; c89.3k; c89.4k; c89.5k; c89.6k; c89.7k; c89.8k; c89.9k; c90.0k; c90.1k; c90.2k; c90.3k; c90.4k; c90.5k; c90.6k; c90.7k; c90.8k; c90.9k; c91.0k; c91.1k; c91.2k; c91.3k; c91.4k; c91.5k; c91.6k; c91.7k; c91.8k; c91.9k; c92.0k; c92.1k; c92.2k; c92.3k; c92.4k; c92.5k; c92.6k; c92.7k; c92.8k; c92.9k; c93.0k; c93.1k; c93.2k; c93.3k; c93.4k; c93.5k; c93.6k; c93.7k; c93.8k; c93.9k; c94.0k; c94.1k; c94.2k; c94.3k; c94.4k; c94.5k; c94.6k; c94.7k; c94.8k; c94.9k; c95.0k; c95.1k; c95.2k; c95.3k; c95.4k; c95.5k; c95.6k; c95.7k; c95.8k; c95.9k; c96.0k; c96.1k; c96.2k; c96.3k; c96.4k; c96.5k; c96.6k; c96.7k; c96.8k; c96.9k; c97.0k; c97.1k; c97.2k; c97.3k; c97.4k; c97.5k; c97.6k; c97.7k; c97.8k; c97.9k; c98.0k; c98.1k; c98.2k; c98.3k; c98.4k; c98.5k; c98.6k; c98.7k; c98.8k; c98.9k; c99.0k; c99.1k; c99.2k; c99.3k; c99.4k; c99.5k; c99.6k; c99.7k; c99.8k; c99.9k; c100.0k; c100.1k; c100.2k; c100.3k; c100.4k; c100.5k; c100.6k; c100.7k; c100.8k; c100.9k; c101.0k; c101.1k; c101.2k; c101.3k; c101.4k; c101.5k; c101.6k; c101.7k; c101.8k; c101.9k; c102.0k; c102.1k; c102.2k; c102.3k; c102.4k; c102.5k; c102.6k; c102.7k; c102.8k; c102.9k; c103.0k; c103.1k; c103.2k; c103.3k; c103.4k; c103.5k; c103.6k; c103.7k; c103.8k; c103.9k; c104.0k; c104.1k; c104.2k; c104.3k; c104.4k; c104.5k; c104.6k; c104.7k; c104.8k; c104.9k; c105.0k; c105.1k; c105.2k; c105.3k; c105.4k; c105.5k; c105.6k; c105.7k; c105.8k; c105.9k; c106.0



